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Lv. — " " " "	" " " "	9.15 p.m.	" " "
Ar. — Changchun	" " " "	5 a.m.	Wednesday
Lv. — " " " "	" " " "	5.55 a.m.	Saturday
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Hongkong, 26th April, 1909.

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The Daily Press.

HONGKONG, JUNE 9TH 1909.

When the first "Dreadnought" was launched at Portsmouth almost three years ago the wave of satisfaction, amounting to triumph, which passed over the country at the great advance which this event marked in the building of battleships was such as to suggest that this notable addition to the British Navy was practically the last word in battleships. Such a thought was never perhaps expressed, but outsiders might be pardoned if they imagined that Britons took such a flattering unctious to their souls. Now, however, we realise more than ever that to the building of ships, like to the making of books, there is no end, and that the breaking of records, even in shipbuilding, is only an incentive to greater deeds on the part of those momentarily eclipsed. Therefore it follows that the construction of a Dreadnought involves plans for the building of a greater. And so the competition continues. It need hardly be said that the laying down of the Dreadnoughts was the logical outcome of the policy, built on new discoveries and tests, of increasing the size and armaments of our ships of war, but the far-reaching effects of introducing those mammoth fighting machines which revolutionised to some degree naval warfare were not so evident at the outset. Now it is seen that when Britain built the first Dreadnought she made the remainder of her navy to no little extent obsolete. This type of vessel was so far superior to its predecessors that it reduced the value of the other ships, and though Britain had the benefit of starting before other nations in the building of these battleships, the other

nations were placed in more favourable positions than before, inasmuch as they had not the previous great margin which divided their navies from that of Britain to make up before attaining a parity of fighting forces on sea. In other words, naval experts being practically agreed that Dreadnoughts were the most scientific fighting machines so far devised, the various Powers began to concentrate largely on Dreadnoughts, with the result that Britain finds itself no longer holding that numerical supremacy which she had regarded as necessary for the maintenance of her interests. Of course, in the actual number of ships of war she is still vastly superior to any of her rivals, but a new standard of quality has been set, and judged by that Britain does not stand in the same favourable position that has hitherto been hers. It is not the fact that other nations can build Dreadnoughts that makes Britons feel uneasy. The disquieting feature is that others can build as well and as speedily, thereby making it difficult if not impossible for Britain to maintain her policy of the two Power standard. Undoubtedly the situation is somewhat disconcerting, but England need not feel greatly depressed. She still leads. Admittedly she might not be able in the future to face certain combinations of Powers, but it requires a considerable readjustment of existing conditions to imagine Britain fighting single-handed two or more European nations. The possibility of having to wage war against one might be considered, and in such an unhappy contingency the prospects of success are not against her. On the other hand should she find herself drawn into war with two or more Powers it is just as probable that some other Power will decide that it is advantageous to ally itself with Britain in the fray. While we take this view it does not follow that we accept the dictum that Britain should abandon her policy of the Two Power Standard. Financially, she is able to bear the burden and therefore there is no need to be very despondent. The Government may be slow in laying down Dreadnoughts, but there is much to justify the policy of caution. Each programme should embrace an advanced type of battleship, and as the contingent Dreadnoughts just decided upon are 30 per cent. better than the original, it leads to the conclusion that the vessels launched five years hence might make their predecessors as obsolete as the first Dreadnought did with the remainder of the British Navy. Therefore caution seems justified. At the same time this can be overdone, and those who clamour for additions to the naval shipbuilding programme are not without reason. It is a perfectly natural desire to wish for more ships of the prevailing standard than Britain's most dangerous rival possesses or is likely to possess, and the Government invited the criticism levelled at it by refusing to make its programme as large as it has admitted, is necessary. In our telegraphic news yesterday it was stated that the armaments for the four contingent Dreadnoughts had been ordered. As this step has been delayed for several months, it does not add to the feeling of confidence in the Admiralty, but public opinion in England is certainly forcing the Government and the Admiralty to prepare a programme more in accord with what is considered the Empire's needs in the light of recent events.

Three cases of plague—two from Yau-mat and one from Wong-nichung—were notified yesterday, bringing the year's total up to 90.

For stealing a quantity of vegetables out of a garden at Pak-shui-wan, F. A. Hazeland, an actor at the Theatre, yesterday sentenced a native to three weeks' imprisonment and six hours' stocks.

Yokohama papers report that Captain Sutherland of the steamer *Benlomond* had mysteriously disappeared, and the ship left for Vladivostok in command of the Chief Officer.

Three hundred and seventy Bills were introduced into the Philippine Assembly between February 1st and May 20th. Only 11 were approved during the session; 8 were rejected, and the remainder "died in committee."

The *Hankow Mail* of the 28th ult. reports that Mrs. E. Busch accidentally shot herself with a Mauser pistol the preceding morning. The bullet passed down through her just under the heart. Drs. Reese, Meany and Dr. Thompson's assistant have been in attendance and report the unfortunate lady out of danger.

The Colonies of the 12th (Prince of Wales's Royal) Lancers, vacant by the death of Major-General J. C. Russell, C.V.O., has been bestowed on Major-General Robert G. Broadwood, C.B., now commanding the troops in South China. General Broadwood was "gazetted" to the 12th Lancers from the Royal Military College, Sandhurst, in 1881.

A native was arrested yesterday on a charge of breaking into a general merchant's store at 296, Des Vœux Road West, a week ago, and stealing pewter to the value of \$250. The goods were found concealed in an underground nullah near the waterfront, apparently ready for shipment. The defendant was charged at the Magistracy yesterday, and the case was remanded for a week.

The wedding of Mr. Anxion de Ruffe to Mlle. Morel, daughter of M. Morel, Governor of Tonkin, and Officer of the Legion of Honour, took place recently in the Church of St. Thomas d'Aquin, Paris. M. and Madame de Ruffe leave France for Shanghai early this month, spending their honeymoon on the steamer.

Sir Robert Hart, who has been for so many years Inspector-General of Chinese Customs intends, we are informed, to return to China to resume that position almost immediately if his health permits. The reports which have been circulated in some quarters that Sir Robert Hart had definitely retired, or was about to retire, from the service are incorrect.—*The Times*.

Fang Tai Sang, the master of a Canton eating house, Chung Tai Koo, a girl of 19 years, and Hui Kua Shun, an unemployed accountant were charged before Mr. F. A. Hazeland at the Magistracy yesterday with obtaining by false pretences the sum of \$3,100 and a promissory note for \$4,000. The case was remanded for a week, and the defendants were allowed bail in the sum of \$3,000 each.

A coolie who had been banished from the Colony eight times, and who had thirteen convictions against him, appeared before the Magistracy for the fourteenth time yesterday on a charge of stealing a quantity of wood from a timber yard. He was convicted and sentenced to three weeks' imprisonment and six hours' stocks. On a further charge of returning from banishment he was sent to jail for six months and ordered to be exposed in the stocks for six hours.

Mr. Chirol and Dr. Morrison were presented to His Majesty the Emperor of Japan on the morning of the 29th ultimo by the British Chargé d'Affaires. It is almost unprecedented to have the honour of being received in audience by His Majesty, and the late Mr. Fukuchi, regarded as the doyen of Japanese journalists, is the only Japanese who has enjoyed a similar honour, it being accorded in special circumstances. When returning to Tokyo from the seat of war during the Satsuma Rebellion, Mr. Fukuchi was called upon to report to the Emperor on the situation of hostilities.

The Tokyo correspondent of the Associated Press in course of a report on a second visit to Korea says:—"I had the good fortune to be in Seoul at the same time as Mr. Struckers, the Head of the Chilian Nitrate Propaganda and himself a thoroughly qualified, practically and theoretically, agriculturist; he was making a tour of the interior as well as of the cities, and he told me that undoubtedly within a reasonable time the agriculture of Korea would develop enormously. A great crop of cotton is an assured thing, fruit and largely increased products generally may be looked for, he said. Much attention is being paid to forestry, and millions of trees will be planted in the bare places of the country within the next few years; there is a great field for irrigation, and in fact generally speaking the outlook for a regenerated Korea is encouraging in the extreme, and I do not believe that more could have been done by any people or any country for Korea than has been done by Japan under Prince Ito, who, I have no doubt, will for the rest of his life keep his hands upon the reins there, although he may not pass under the title of Resident General for a much longer period."

SUPREME COURT.

Tuesday, June 8th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUBIC JUDGE).

CLAIM AGAINST AN ACTOR.

Kwong Koon Kwan, trading as Wai Shing Tong, of 131 Connaught Road Central, sought to recover from Ling Yuk, an actor at the Tsim Hing theatre, the sum of \$1,753.20 being principal and interest on money lent.

Plaintiff waived \$753.20 in order to bring the action within the jurisdiction of the court.

Mr. Otto Kong Sing for plaintiff said Mr. d'Almada was to have appeared for the defendant, but he had written to say that he was no longer instructed.

His Lordship—Does the defendant appear in person?

Mr. Otto Kong Sing—Not that I know. I think he has absconded.

Plaintiff then proved his claim, stating that the money was due on two promissory notes of \$500 each.

His Lordship—You are waiting \$700?

Plaintiff—Yes, that is interest.

Judgment was entered for plaintiff.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prins Eitel Friedrich*, which left here on the 3rd instant at 10 a.m. arrived at Singapore on the 7th instant at 1 p.m.

The Silk ex C.P.R. str. *Empress of China*, which left Hongkong on the 8th ultimo, and Yokohama on the 19th ultimo, arrived in New York on the 5th inst., thus making a transit of 28 days from Hongkong and 17 days from Yokohama.

The C.N. Co's str. *Kureyung* left Chefoo on the 5th inst., and is due here on the 11th inst. The C.N. Co's str. *Nanchang* left Chefoo on the 6th inst., and is due here on the 12th inst. The American and Manchurian Line str. *Matoppe* left Singapore on the 7th inst., and is due here on or about the 14th inst.

The P.M. str. *Korea* from San Francisco sails from Yokohama on the 8th instant, and is due to arrive at this port on the 19th instant.

TELEGRAMS.

[Protected by the Telegraphic Message
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SERIOUS CHARGE AGAINST
AMERICAN PETTY OFFICERS.

Tokyo, June 8th

A Court-Martial has been opened on the flagship of the U. S. Philippine Squadron, now at Hakodate, to investigate a charge brought against two petty officers of selling gun mountings to Japanese.

The departure of the squadron from Hakodate has consequently been delayed.

JAPAN AND GREAT BRITAIN

Tokyo, June 8th.

The Japanese Press comments favourably upon the change in British opinion, led by "The Times," regarding Japan's attitude towards questions affecting China, and welcomes China's readiness to re-open negotiations.

A CLERGYMAN'S
RESIGNATION.

Tokyo, June 8th.

Dr. J. Ingram Bryan, the minister of All Saints Church, Kobe, has resigned, the notice taking effect in July.

[The interest attaching to this announcement resides in the fact that Dr. Bryan has been under a cloud for some months past. Letters signed "B" appeared in the *Japan Mail* some months ago gravely aspersing the character of the foreign community of Kobe. Dr. Bryan was taxed with being the author of these letters, and he published through his Church Committee an equivocal denial which the *Japan Chronicle* discussed in a manner which placed the rev. gentleman in a still more unfavourable light before the public. Members of the Church declined to pay their usual contributions to the Church funds until Dr. Bryan had unequivocally denied the authorship of the offending letters, but he does not seem to have done so to the satisfaction of the Kobe community, as references to the matter continue to appear at short intervals in the newspapers.]

[REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS."]THE IMPERIAL PRESS
CONFERENCE.

London, June 8th.

The delegates to the Imperial Press Conference assembled at the Foreign Office yesterday morning.

There was a large attendance over which Lord Crews, Secretary of State for the Colonies, presided.

UNITED STATES DUTIES ON
COTTON CLOTH.

London, June 8th.

The United States Senate has passed the clauses in the Cotton Schedule of the new Tariff, substituting specific for ad valorem duties on cotton cloth.

JAPANESE ROYALTY IN
ENGLAND.

London, June 8th.

T. I. H. Prince and Princess Nashimoto, and H. E. Sir T. Kato, K.C.M.G., the Japanese Ambassador, lunched with their Majesties the King and Queen and members of the Royal family, at Buckingham Palace yesterday.

The Royal visitors were most cordially received.

THE BRITISH BUDGET.

London, June 8th.

In the House of Commons yesterday Mr. Lloyd George, the Chancellor of the Exchequer, moved the second reading of the Finance Bill.

Mr. Austen Chamberlain moved its rejection. He criticised the principles on which the Budget had been framed and emphasised Tariff Reform as an alternative.

Mr. J. S. Dobie, the Hongkong Agent of the Chinese Engineering & Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 22nd May amounted to 29,999.37 tons and the sales during the period to 34,949.05 tons.

NUMEROUS CONVICTS ESCAPE
FROM PRISON.

A PANIC AT SHUN TAK.

Our Canton correspondent writes:—On the 3rd instant at about 5 p.m. over 150 prisoners of the Shun Tak prison rebelled and fought their way out of the prison with very little resistance. It appears that the whole affair was planned many days ahead by notorious pirates named Lo Wing, Ng Man Ng and Ng Man Luk, who were awaiting capital sentences to be passed upon them. All preparations for their escape had been made with the assistance of their confederates outside. Several steam launches were engaged and had steam-up, ready to leave the various places of rendezvous at a moment's notice. In the afternoon of the day in question the wife of one of the pirates, having bribed the turnkey of the western prison (outer prison for prisoners of minor offences), took a large bundle into the prison supposed to contain clothes, mosquito nets etc., but in reality the contents were revolvers, pistols and swords. From the western prison she managed to smuggle the bundle into the inner prison (for confinement of prisoners charged with serious offences), where Lo Wing and his associates were confined. These leading desperadoes had already bribed the gaol-keeper to have their fetters removed several days previously in anticipation of the opportunity to escape. Lo Wing, on receipt of the bundle from the woman, immediately opened it and distributed the weapons amongst his fellow prisoners, about seventy in all. He took the lead and broke open the prison gate at the same time shouting, "Those who desire freedom follow me!"

Lo Wing led them to the outer prison and there he repeated his appeal. Then they all rushed to the guardroom where Lo Wing shot the officer in charge of the soldiers, and took possession of all the firearms, after which they went out into the street, and left the city by the East gate. There was a regular panic in the whole city as the prisoners had confederates posted in all quarters. Some of the citizens beat gongs to call the attention of the police, but none of them made any effort to recapture the prisoners. After leaving the East gate, the fugitives had a very trying time, as there are many military stations outside the city, and before the prisoners got there, many of the stations were warned of what had occurred.

The soldiers were ambushed in many places and fired on the prisoners as they passed. A general fusillade ensued between the soldiers and prisoners, during which about 15 prisoners were killed, and over 20 were recaptured. Of the three leaders, only Lo Wing escaped; Ng Man Ng was killed, and Ng Man Luk was recaptured; the rest of them escaped by launches.

Several soldiers are reported to have been killed and wounded in the fight.

The Shun Tak Magistrate did not dare to report the matter at once. The gentry of Shun Tak, fearing that the escaped convicts might take revenge, sent a deputation to inform Viceroy Chang of what had occurred. The Viceroy was incensed on hearing of this and immediately cashiered Magistrate Lai and six military officers of Shun Tak, and has given them a fortnight to recapture the fugitives. A new magistrate named Shum has been appointed to fill the post of Lai. The Viceroy has deputed the Kwong Chau Prefect and several high military officers to Shun Tak to investigate the matter. A few gunboats were also dispatched to search for the steam launches which were engaged by the fugitives.

PLAGUE AT CANTON.

A WILY PLEA TO CONTINUE THE BOYCOTT.

The following is a translation of a letter sent by Chan Yan Pui to the Self-Government Society of Canton:

"I beg respectfully to draw the attention of the Self-Government Society to the prevalence of plague in Canton. The number of people who have died through contracting the disease has been countless and the epidemic is still spreading rapidly in every part of the city. People say that rat fleas are the principal medium of conveying the disease and that pork is a hot bed for the incubation of plague germs. These assertions are indisputable and unquestionably correct. But very few people are aware that sea delicacies such as dried cuttle-fish, shrimps, beche-de-mer, awabe, mushrooms, etc., have more germs concealed in them than any other kind of food stuff; consequently these articles of food are more adaptable to receive plague germs and furnish rich food for them to thrive. If one would take the trouble to examine a dried cuttle-fish or a dried shrimp through a microscope one would see innumerable germs in it. Besides all sea delicacies are hard substance and very difficult to digest, moreover, there is very little nourishment in them. They are very injurious to health and that is the reason why western people do not eat them. Recently, those Chinese who are studying hygiene, have been giving up eating sea delicacies, and on account of this, the sale of sea delicacies in our markets has greatly declined. Large quantities have remained unsaleable in the markets for a considerable length of time and thus the germs in them have been accumulating. At the present time when plague is so prevalent, and sea delicacies form one of the principal media of conveyance of that disease, I respectfully beg to exhort all my brethren who are desirous of preserving their health and life to give up eating sea delicacies."

[Sea delicacies form one of the leading lines of import from Japan.—Ed.]

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Chantante, Lait Chantant and Special Skin Tonic and Poudre Chantante will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

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THE TSINGTAO-TSINAN
RAILWAY.

In the spring this year the Wai-wu-pu wrote twice to the German Minister in Peking proposing to redeem the railway from Kiaochow to Ichow Fu. The letter referred the matter to his Government, and has recently received the following directions from home—

(1) As China has undertaken to complete a line from Tsh Chow to Chungking and one from Yenchow or another point on the Tientsin-Poukou branch line, via Taining Chow to Kaifeng before the end of 1922, and that in the event of her wanting a foreign loan for the purpose of these railways she will first consult with the German and Chinese Corporation in the matter and engage a German Engineer, the Government wishes to make it clear that it is willing to assign the rights of constructing the railway from Kiaochow to Ichow and the one in the West of Shanghai to China and allow the Chinese Government to build the same under the supervision of the Tientsin-Poukou Railway Company. As to the Kiaochow-Ichow Railway the Chinese Government should be consulted as to whether it would not be more advisable to connect the same with the trunk line at Kaomih instead of Kiaochow.

(2) It should be clearly stipulated that the railway from Kiaochow to Ichow must be completed on or before January 1, 1915, and completed as a Government Railway and that in the event of China wanting to raise a foreign loan to construct the same she must first consult the German and Chinese Corporation have the option. (3) Germany shall retain the right to work all the mines within a radius of thirty miles from the Kiaochow-Ichow Railway and the one from Tsinan to the west of Shanghai as provided by the Treaty of Kiaochow.

The German Minister has communicated the purport of his directions to the Wai-wu-pu and the latter has written back to say that it will reply after considering the matter. Shanghai Times.

CHINESE-JAPANESE RELATIONS.

"THE TIMES" FAR EASTERN CONFERENCE.

Some of the Tokyo papers, remarks the *Japan Gazette*, are indulging in statements as to the nature of the conference being held by the three representatives of *The Times*, now in Tokyo, among themselves, and also with the State officials. We do not know the source of their information, but it cannot be denied that accurate official data often reach the reputable vernacular Press, and in any case the tenor of these journalistic speculations, if speculations pure and simple they be, is interesting as throwing a subjective light on Sino-Japanese relations. For it appears to be assumed that this Times Far Eastern conference must have originated in some difference of opinion between the views as expressed by the Tokyo Correspondent and the Peking Correspondent of *The Times*, and that Mr. Chirol, as Foreign Editor of the paper, has taken this opportunity to bring them together, and with the help of first-hand Japanese official information, harmonize their views, so as to establish a settled line of policy for them and his paper in regard to Chinese-Japanese relations. The idea is absurd and is helped by the special appearance of Baron Goto, the Manchurian Railway expert, who changed his itinerary to be present in Tokyo during the meeting of these journalists. It is also undeniable that the Tokyo reports in *The Times* of Sino-Japanese questions sometimes differ very much in tone from the Peking reports in the same paper on the same subjects. Theoretically, a difference in the matter of the reports would only signify a difference in the Tokyo and Peking views, but when the important, but less tangible, element of a different "tone" in these reports is added, it is quite conceivable that *The Times* is bewildered and wishes to eliminate the discordant personal factor by tuning the instruments to one key. To give only one instance of the discrepancy between the Tokyo and Peking Correspondents of *The Times*—recently, the former, writing on Japan's attitude towards arbitration of the Manchurian Questions, said that the Chinese proposed reference to the Hague was disconcerting to Japan and "contrary to the provisions of the Hague Convention, which limits arbitration to cases where diplomacy has failed, whereas in the present case the resources of diplomacy are not only unexhausted but as yet have not even been appealed to, inasmuch as the questions in dispute have not been the subject of full detailed discussion or negotiation between the two Governments, and because no attempt has been made to compose differences."

On the other hand, the Peking Correspondent of *The Times* reported that the Chinese Foreign Office had asked for arbitration "in view of the impossibility of a settlement by negotiation," and stated his belief that "every independent observer in Peking approves this action on the part of China." Here are two radically different reports—different not in respect to the alleged official views only, but in the intimation of the correspondent's opinion of those views—the Tokyo Correspondent says the proposal is "disconcerting"; the Peking Correspondent says "every independent observer in Peking approves the action on the part of China." This is only one instance, but multiplied by the number of Sino-Japanese Questions, and repeated more or less emphatically in every cable or posted report having references to them, the effect of the divergence may have become a serious difficulty in *The Times* office; at any rate, one calling for prompt adjustment.

GOLF CHAMPIONSHIP.

A telegram to the *Strait Times* states that Mr. Robert Maxwell has won the Amateur Golf Championship for the second time, his previous win being in 1903, against Horace Hutchinson at Muirfield. Mr. Maxwell is one of the finest players of the younger school, and has almost invariably made a good show in the championships. He has been well to the front on several occasions since he won in 1903. Last year's winner was Mr. E. A. Lassen.

A NEW TRADE ROUTE.

KOREAN PORT MAY RIVAL VLADIVOSTOK. From time to time in the recent past the columns of the Far Eastern press have contained allusions to Chongjin, the newly-opened port on the north-east of Korea, and there have been several predictions as to the important part likely to be ultimately played by this harbour as a commercial mart. A telegram now received from Seoul says, according to the *Japan Mail*, that the place has been officially declared a free port, and suggests that this step may probably have the effect of elevating Chongjin to the position of a rival of Vladivostok. Our readers will doubtless remember that there is a light railway connecting Chongjin with Hailuogang, and that a line from the latter place to Kiam is ultimately projected. If that programme be carried out Chongjin may have an important future. At any rate it will immediately become the port of entry and exit for goods to and from Chionan.

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NEW ADVERTISEMENTS



IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of D. MCKENZIE otherwise known as D. B. MCKENZIE late of No. 6, Stanley Terrace, Quarry Bay, in the Colony of Hongkong, deceased.

NOTICE IS HEREBY GIVEN that the COURT has, by virtue of Section 58 of the Probates Ordinance, 1897, made an Order limiting to the 7th day of July, 1909, for sending in Claims against the above estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date. Dated this 7th day of June, 1909.

ATTESTATION: SEITH, Official Administrator.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 p.m. on the 10th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD. General Managers.

Hongkong, 8th June, 1909. [16]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"

FROM LEITH, ANTWERP, MIDDLESBRO' AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th June, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 8th June, 1909. [322]

WANTED.

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 Rooms, and Servant Quarters. Unfurnished.

Apply—

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\$150,000 to invest on Mortgage. Mortgages for smaller amounts can be considered. Send Particulars of Securities offered to

Care of "Daily Press" Office. Hongkong, 20th May, 1909. [537]

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G. K. HAXTON, Manager. Hongkong 1st April, 1908. [48]

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HOOSAIN-ALI & Co., 14, Queen's Road, Central. Hongkong, 7th June, 1909. [41]

INTIMATIONS

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(HONGKONG BRANCH).

IT IS HEREBY NOTIFIED that Mr. THOMAS LOFT is no longer in our employ. T. KUSUMOTO, Manager.

Hongkong, 7th June, 1909. [823]



COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that the VALUATION LISTS for the Colony for 1909-1910 will be open to inspection at the Treasury for Twenty-one days commencing on MONDAY, the 7th June, 1909.

F. H. MAY, Colonial Secretary. Hongkong, 2nd June, 1909. [824]

JUST PUBLISHED.

MAP OF KWONGTUNG PROVINCE

Showing Kwong Chow-fa, Hongkong, West, East and North Rivers.

This Map is full of detail, showing Hills, Railways, Rivers, Sand Banks, Custom Houses, etc.

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Hongkong, 5th June, 1909. [822]

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Hongkong, 21st September, 1905. [504]

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SIEMSEN & Co. Hongkong, 6th March, 1907. [47]

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Hongkong, 23rd April, 1909. [649]

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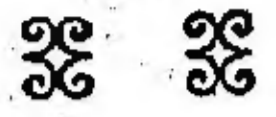
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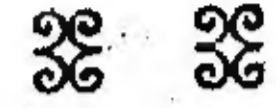
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Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

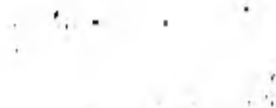
Perfect Personal Cleanliness.



Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from Skin Irritation.



Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

By Appointment to His Majesty the King.

When you feel thoroughly exhausted after a heavy day's work, begin your dinner with a BOVRIL Soup, and so ward off indigestion.

BOVRIL

stimulates the gastric juices and immediately strengthens and invigorates the whole system.

"BILLIARDS"

OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE making it for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS,
THOROUGHLY SEASONED.

CRYSTAL AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES ACCESSORIES
AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Office of this paper.

JOHN ROBERTS & CO., LD.,

BILLIARD TABLE MAKERS AND IVORY TURNERS,
BOMBAY.

Hongkong, 6th April, 1904.

"SHACKELL"

"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

Hongkong, 16th October, 1907.

THE NEW FRENCH REMEDY.

THERAPION

This successful popular remedy, used in continental hospitals by Ricord, Roux, Joubert, Velpeau and others, surpasses everything hitherto employed.

THERAPION No. 1

is a remarkably short time, often a few days only, removes all discharges, superfluous secretions, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2

for gonorrhoea, bad legs, spots, blotches, eruptions, etc. It purifies the blood, and thoroughly cleanses all poisonous matter from the body.

THERAPION No. 3

for rheumatism, and those "used up" feelings resulting from debility, worry, overwork, excess, etc. It possesses surprising power in restoring strength and vigor to those suffering from overexertion, and those of long residence in hot, unhealthy climates.

THERAPION is obtainable of principal Chemists or of The French Medicine Co., Havrestruck Road, Havre, France. Price 1/6 per bottle. The Above Trade Mark is a fac-simile of word "THERAPION" as it appears on French Government Stamp affixed to every genuine package.

APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL.

St. Louis, 1904.

DOSE:—A Wineglassful in the morning before Breakfast.

THE DIVINITY OF BEAUTY.

SIGNIFICANCE OF THE COLOUR OF CLOTHES.

[BY MARIE VANTINI.]

In colour is found life's supremest expression, for of its radiance are born passion and poetry, crystallised in fine thought and sparkling phrase. Our emotional instincts quickly recognise colour significance, and it plays a principal part among the influences of association. Colour in our minds is inseparably connected with the object, and we accept purple and gold as the natural heritage of Beauty's daughters.

We are nationally cold; our cities are filled with sombre airs, our spectacles look gritty and worn, and the joyous colour-note in street or equipage is hard to find. I have often wondered why our poor should be denied the gladness of colour. Can it be that our Poor Law guardians fear brightness as a demagogic element, and so stifle their imaginations lest an exposition of colour should overtake them? If only an apostle of the human would arise in Bumbledom and give the old ladies some soft, blue gowns, and shawls of russet tints and pearly purples.

A badly-dressed woman offends our eye, and not merely when incongruous colours shriek at us in horrible discord, but when the dress is badly worn, because the occasion demands a better one. I have seen a woman in a tattered, old-fashioned dress, and obviously doing its last turn before the next visit to the laundry. There are times when a beautiful dress becomes an eyesore, when its rich colours and luscious folds are an offence to us because it is worn out of season.

GRACEFUL. The dress of to-day is certainly wanting in originality, but it is infinitely graceful and becoming. What matter if we borrow from the Middle Ages, when at least colour-values were understood, and picturesque designs of immortal beauty were fashioned? Why not rejoice in a tea-gown copied from the royal robe of Eleanor of Aquitaine, in draperies evolved from those of the Athenian maidens, in a dainty hand-wrought ornament whose prototype lay on the white throat of Mohammed's Byzantine sultana? New art is but the old, and we "create" from the robes of the ages.

Pageantry, soon to be with us again, has improved our colour sense, for it reproduces for us, as nearly as may be, the colour-harvest of centuries. I have an unending memory of a tower of the most poignant red, seen during the first episode of the Orford Pageant. In the lovely heraldic blue of the nuns' habits. As they passed in slow and graceful movement across the soft dawning of the grass, the exquisite colour of the flowing draperies was a vision of pure delight, affecting, in an extraordinary degree, by the sheer beauty of the colouring.

The woman of moderate means should decline all fussy frocks and imitations of ultra smart gowns, for these show their date, and are rarely successful unless made in costly stuffs. The simple dress is coming into its kingdom. It should be fashioned of the best materials, with neither frills nor fussiness. It must be alluring by its perfect fit and graceful folds, and its sleeves clinging desirably to the arms. Ornament should strike the note of colour and richness, but it must be used sparingly, as ornament should ever be employed. The restful lines of a gown should never be hidden under masses of lace overlaid with embroideries. The design should be simple, the cut and fit perfect.

REFINEMENT. Refinement is the hallmark of clothes, and a beautiful fabric crowded with ornament becomes vulgar and ineffective. Such errors of taste are committed by women who are without the valuable sense of proportion, and so do not perceive "means of grace" in their clothes.

Almond-green, "bois de rose," and powder blue are delicious to look upon, and have an indescribable sort of bloom and restfulness. Distinction can be conferred on them by a touch of dull silver or a scrap of old lace, one while a little about the neck, another an original touch at neck or sleeve which will give the individuality that makes its own appeal.

Women pay much attention to decorative effects in their rooms, but often forget that their dress should not strike another note of colour, and, above all, a discordant one. In a room which is a delightful colour-symphony, the dress of its mistress should be like a wonderful chord, satisfying the waiting ear and completing the harmony.

Truly our dress has a great capacity for refinement or vulgarity. A woman belongs to her clothes, for in them are displayed her quaintness and selective sense; they are the materialisation of her thoughts, the vocabulary of her soul; and about them is the subtle essence we call charm. Colour in clothes is a charm because it is a revelation, something that falls across us in passing dainty, evanescent, and insistent, for charm is never forgotten.

IMAGINATION.

There is an esthetic force in colour, and the mere choice of a beautiful tint in dress or ornament, as even only should not be our aim. Rather let some memory-picture which has left a deep mark on our minds be visualised; it is the province of imagination to discover the hidden charm of what was originally a personal experience and not a brain creation.

There is much hidden beauty and significance in the smallest colour impression. Each is of Nature's selection, and not one a meaningless exercise. As well contend that the crimson maple leaves shaken by evening breeze of the wind have no stability, no underlying strength beneath their ephemeral beauty.

THE "MORI KING" CASE.

JUDGMENT OF THE P. IVY COUNCIL.

As announced three weeks ago by telegram the Judicial Committee of the Privy Council on the May 12th gave judgment in the case of the owners of and parties interested in the steamship *Mori King*. His Britannic Majesty's Consul-General at Shanghai (Sir P. H. Warren, K.C.M.G.).

This was an appeal from a decree of the Supreme Court for China and Korea at Shanghai of April 23, 1908, which declared the steamship *Mori King* to be forfeited for improperly carrying British colours.

Sir Robert Finlay, K.C., Mr. Seratton, K.C., and Mr. Herbert Cowell appeared for the appellants; the attorney-general, the Solicitor-General, and Mr. Rowland for the respondents.

The arguments were heard in February. Lord Alington, Lord Collins, and Sir Arthur Wilson, when judgment was reserved.

Lord Macnaghten, in delivering their Lordships' judgment, said:—Several grounds of objection to the judgment and decree of the Supreme Court were urged upon the argument of the appeal. The principal ground of objection was that the judgment and decree of the Supreme Court were in excess of jurisdiction. It is sufficient to dispose of the appeal, they deemed unnecessary to consider the other points argued. The facts, so far as they are material for the present purpose, can be briefly stated.—The *Mori King* was purchased in March, 1906, in the name of one Dow, and registered at Shanghai

in Dow's name; but he executed a declaration of trust in favour of a Russian firm, Ginsburg and Co., who have been found to be the real owners. On January 24, 1908, the respondents, his Majesty's Consul-General at Shanghai, filed two petitions founded on two writs, dated respectively January 4 and 6, 1906, which he had caused to be issued against the appellants. Of these petitions the second is the more material. It was based upon sections 69 and 76 of the Merchant Shipping Act, 1894. It states that the plaintiff, as Consul-General within the meaning of section 76, had seized and detained the ship, as liable to forfeiture under section 69, for having used the British flag without authority to do so; and the petition asked (amongst other things) for a declaration and judgment that the ship had become forfeited to his Majesty. Certain defences were put forward which it is not necessary to examine on the present occasion. On April 23rd, 1908, a decree was passed declaring the forfeiture of the ship as prayed. That is the decree appealed against.

THE MERCHANT SHIPPING ACTS. The sections which it is important to notice for the present purpose are as follows:—Merchant Shipping Act, 1894. Section 69(1).—"If a person uses the British flag and assumes the British national character on board a ship owned in whole or in part by any person not entitled to own a British ship, for the purpose of making the ship appear to be a British ship, the ship shall be subject to forfeiture under this Act, unless the assumption has been made for the purpose of escaping capture by an enemy or by a foreign ship of war in the exercise of some belligerent right. Section 76.—(1) Where any ship has either wholly or as to any share therein become subject to forfeiture under this part of this Act—(A) Any commissioned officer on full pay in the military or naval service of Her Majesty; (B) any officer of Customs in Her Majesty's dominions; or (C) any British Consul-General, may seize and detain the ship, and bring her for adjudication before the High Court in England, or Ireland, or before the Court of Session in Scotland, and elsewhere before any Colonial Court of Admiralty or Vice-Admiralty Court in Her Majesty's dominions, and the Court may thereupon adjudicate the ship with her tackle, apparel, and furniture to be forfeited to Her Majesty." Merchant Shipping Act, 1908. Section 51.—(1) Where it appears to the Commissioners of Customs there is any doubt as to the title of any ship registered as a British ship to be so registered, they may direct the registrar of the port of the registry of the ship to require evidence to be given to his satisfaction that the ship is entitled to be registered as a British ship.

(2) If within such time, not less than 50 days, as the Customs officers fix, satisfactory evidence of the title of the ship to be registered is not so given, the ship shall be subject to forfeiture under Part I. of the principal Act. (3) In the application of this section to a port in a British possession, and in the application of this section to foreign ports of registry, the Board of Trade, shall be substituted for the Commissioners of Customs. The question of jurisdiction which has been raised is this:—The jurisdiction to entertain and deal with the petitions before the Supreme Court, if it possesses that jurisdiction, depends upon section 76 just cited. It is contended, however, for the present appellants that that section confers authority upon no Court excepting those within the dominions of the Crown, whereas the Court at Shanghai is not within British territory. That contention on the part of the appellants, in their Lordships' opinion, must prevail, for the language of the section is express, and there appears to be no other statutory authority extending the jurisdiction under this section to the Shanghai Court. For the foregoing reasons their Lordships are of opinion that the appeal should prevail. They will humbly advise His Majesty that the decree of April 23, 1908, should be set aside, and the respondents' petitions dismissed without costs. There will be no order as to the costs of the appeal.

GUNNERY REVOLUTION.

50 TO 75 PER CENT. MORE HITS.
SIR PERCY SCOTT'S INVENTION.

For reasons based on the highest patriotism, great secrecy is being observed as to details of the new invention just perfected by Vice Admiral Sir Percy Scott. This invention, to revolutionise naval gunnery, is the "Naval Gun," a mechanical device for directing the guns of a vessel on an enemy with such accuracy as greatly to increase their hitting power, and it marks another step towards the elimination of the human element. It does not abolish the gun-layer, but he becomes a person of far less importance, and there will be fewer of his kind in future. It is another triumph of the mechanical sciences. Those who are familiar with the tests already carried out affirm that a new chapter is opening in the history of naval gunnery.

In the last few years many hundred thousand pounds have been spent in re-equipping the guns of the Navy; they have been supplied with all the equipment necessary to the proper instruction of gun crews; a spirit of emulation has been excited, and now a further remarkable development is about to take place. The progress which has been already made is very striking. Ten years ago only 35 per cent. of the rounds fired by the 12-inch target, but in 1907 it had risen to 81.49. This success was accepted as evidence by the Admiralty that the target was too large for such experts as the Navy possessed, and the area of the target was reduced to about a quarter of its former size. Yet last year there were 51.57 per cent. of hits even under the far more difficult conditions, the corresponding figure of merit in the previous year for the same-sized target having been only 42.70.

This was the average for the whole Navy; it was greatly reduced by some vessels which did very indifferently. In British waters the nucleus crew ships of the Portsmouth section of the Home Fleet did best, and then came the Channel Fleet, with the *Good Hope* as the best ship in that command and in the whole Navy. This vessel fired 18 shells from her 9.2-inch guns and 14 hit the target, and from her 6-inch weapons were fired 140 projectiles and 106 were hits. This record is equivalent to an average of over 350 hits hitting the target into minutes, and 350 hits hitting the target into minutes, and 350 hits hitting the target into minutes.

In the case of the 6-inch gun is equivalent to thirteen hits with 100 shells in the same period. Six Percy Scott hauled down his flag in the *Good Hope* some months ago, but the trials of the new "director" indicate that he is not inactive. The *Good Hope* is the only vessel fitted with this new invention, closely guarded against prying eyes. Trials have been carried out, and with most successful results. It is stated that naval officers look forward to the hitting power of the Fleet being increased thereby to the extent of 50 to 75 per cent. The tests are not yet completed, and nothing can be affirmed definitely until they have been concluded.

The new "director" it is affirmed, is the corollary of the Dreadnought. It is the essential development of the all-big-gun principle in that it takes a broadside of guns—all of the same character—and enables them to be used simultaneously and with wonderful accuracy for the delivery of a smashing, devastating fire.

The new Dreadnoughts, for example, will be able to fire ten 12-inch guns on a broadside. The projectile weighs 850lb, and consequently at one discharge such a vessel will fire 8,500lb of metal. The new director will be a guarantee that at a medium range from two three tons of this metal will not merely hit an enemy's ship at the same moment, but devastate any particular part which is fixed upon as the special object of attack.

THE NORTH-GERMAN LLOYD.

Herr Heineken, who has been appointed Managing-Director of the Norddeutscher Lloyd in the place of the late Dr. Wiegand, is the son of the late Dr. John Heineken, who was the counsel and legal adviser of the Norddeutscher Lloyd.

Herr Heineken was born at Bremen on March 1, 1850, and was educated at Bremen. He served his military service with the 1st Dragon Guards in Berlin, after which he was employed for six years in the cotton firm of Messrs. de Jersey and Co., of Liverpool. By the end of 1886 the endeavour of the German cotton spinners to create their own cotton market in Bremen induced him to return there, where, together with Mr. John Vogelsang, he established the cotton import and export firm of Heineken and Vogelsang. This firm soon extended, and became one of the largest cotton houses in Bremen, with branches in the United States, Liverpool, Hamburg, and Havre. Herr Heineken was elected a director, and afterwards vice-president, of the Bremen Cotton Exchange, which position he held until he joined the board of the Norddeutscher Lloyd in 1902. In 1898 he was elected a member of the Bremen Chamber of Commerce, of which he became president in 1905. In 1899 he was elected a member of the Diet.

Herr Heineken, who was in London during last month, was asked his opinion as to the outlook of the North Atlantic shipping and the policy of the North-German Lloyd under his management. Herr Heineken said that, the pendulum having swung so far last year in an unfavourable direction, reaction was certain, and there were already encouraging signs of this. The recovery, however, would be more gradual than was at first thought; and in his opinion it would not be until 1910 that there would be a real return of prosperity in North Atlantic shipping. As to policy of the North-German Lloyd, all he could say was that he would do all in his power to promote a good understanding and friendly working between the Transatlantic lines. With a little mutual forbearance these should, he thought, not be difficult of adjustment, and it would be found that there was room enough for all lines to live without one trespassing unduly on the province of another.

As regards the number of steamers in the North Atlantic passenger trade, it was a fact that the supply had got somewhat in advance of requirements, and all lines were suffering in consequence of this, as well as from other causes. Building had proceeded in anticipation of a normal increase in the volume of travel, whereas instead of an increase there had been a serious falling off. The position would, he did not doubt, right itself before long. The condition of the *Georg Washington*, a large steamer of moderate speed, to the fleet of the North-German Lloyd did not indicate a change of policy or of opinion as to the respective merits of fast and moderate speed steamers. The *Kronprinzessin Cecilie*, for example, held her own, as figures showed, against all competitors, including the large steamers of moderate speed. Until recently, except for the comparatively few persons who were good sailors, the Atlantic passage was a thing to be got over as quickly as possible. To-day, however, under the vastly improved conditions obtaining on board first-class passenger steamers, the sea journey did actually count as not the least agreeable part of a European holiday, and many persons preferred to prolong it. Thus to a large and growing class an extra day or two at sea was an attraction, especially when combined with lower rates.

Herr Heineken concluded by observing that he saw no real difficulty in a right understanding being between the English and German people, except a lack of knowledge. He himself had spent many years in business in England as a young man, and believed he knew something of the true feeling in both countries. All that was needed was that English and Germans should know more of one another. As regards himself, he could not conceive of anything that could diminish his attachment for a country where he had spent so many happy years and been so well treated.

KEATING'S

WORM

TABLETS.

A purely vegetable medicine, most agreeable, and most effective, for the cure of all cases of Worms, whether in the stomach or bowels, in children or adults. Sold by all Chemists.

APIOLINE

(CHAPOTEAUT)

LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

THE DIRECTORY AND CHRONICLE FOR 1909

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"
having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Underinsured before Noon on the 15th inst., or they will not be recognised.

No Claims will be presented within ten days of the steamer's arrival here, after which date, they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 5th June, 1909.

S.S. "TOURANE,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. "Matapan" from Havre ex S.S. "Matapan" from Bordeaux ex S.S. "Frédéric Morel" and "Villo de Cotte" in connection with above Steamer are hereby informed that their goods with the exception of Treasure are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underinsured, Goods remaining undelivered after MONDAY, the 14th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 14th June, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 14th June, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPEMORIN, Agent.

Hongkong, 7th June, 1909.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code User.

NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length ... 722 feet

Length on Blocks ... 714 "

Width of Entrance on Top ... 964 "

Width of Entrance on Bottom ... 884 "

Water on Blocks at Spring Tide ... 544 "

DOCK NO. 1.

Extreme Length ... 523 feet

Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 64 "

DOCK NO. 2.

Extreme Length ... 371 feet

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

Patent Slip.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with

LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

[805]

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THORNE'S OLD VAT

PER CASE

\$1.10

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SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

SHIPPING.

ARRIVALS.

AMARA, British str., 1565, Matlock, 8th June
Saigon 2nd June, Coal - Jardine,
Matheson & Co.
BENNETT, British str., 2363, Webster, 8th
June - Singapore 4th June, General -
Gibb, Livingston & Co.
FUDO MARU, Japanese str., 1234, Gode, 8th
June - Wakamatsu 2nd June, Coal - Mitsui
Bussan Kaisha.
GILBERT, French str., 580, Douarinnat, 8th
June - Tourane, Charbon - Order.
HAILAN, French str., 377, O. A. Heig, 7th
June - Hoihow 6th June, General - A. R.
Marsy.
HAINUN, British str., 536, J. W. Evans, 8th
June - Swatow, 7th June, General -
Douglas, Lapraik & Co.
KUNSAO, British str., 2078, E. G. Buller, 8th
June - Calcutta and Singapore 2nd June,
General - Jardine, Matheson & Co.
NIKKO MARU, Japanese str., 3439, M. Yagi,
8th June - Nagasaki 4th June, General -
Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
8th June.
Aikaku Maru, Japanese str., for Saigon.
Benedict, British str., for Nagasaki.
Hongkong, British str., for Amoy.
Kofuku Maru, Japanese str., for Moji.
Kurehara, German str., for Quing Chow Wan.
Spir, Norwegian str., for Canton.
Tsuruyama Maru, Jap. str., for Kuchinozu.
Victoria, Swedish str., for Haiphong.
Wakana Maru, Jap. str., for Singapore.

DEPARTURES.

8th June.
AMARA, British str., for Canton.
ATLANTIS, American str., for Manila.
CHOWTAL, German str., for Bangkok.
HAYMAN, British str., for Swatow.
HALVARD, Norwegian str., for Bangkok.
KUMAGIWA MARU, Japanese str., for Moji.
KUNAGIWA MARU, Japanese str., for Moji.
L. SCHEIFF, German str., for Chinkiang.
PAKAT, German str., for Swatow.
POLYNESIAN, French str., for Europe, &c.
TONGTANG, British str., for Amoy.
TOKA MARU, Japanese str., for Shanghai.
WOLINDE, German str., for New York.
YINCHOW, British str., for Canton.

SHIPPING REPORTS.

The British str. Kumsang reports: Gentle
breeze from E.S.E. smooth sea, fine and clear
throughout the passage.

VESSELS IN DOCK.

June 8th.
AREDDEN DOCK.—
Kowloon Dock.—Chan Po, Sir W. Jervise,
Chipping.
COMMERCIAL DOCK.—
TAIKOO DOCK.—Maple Leaf, Tuan, Taming,
Petchaburi, Tiltatop, Kueitai.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE
ITALIANA
(Flerio and Rubattino United Companies.)
STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail
Steamers to PORT SAID, MESSINA,
NAPLES, LEGHORN and GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERIAN,
GULF and BAGDAD, also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship
"ISCHIA"
Captain Belsito, will be despatched as above
on SATURDAY, the 12th inst., at Noon.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 9th June, 1909. [4]

HONGKONG-BOSTON-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.
FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)
S.S. "INDRANI" ... On 16th June.
to be followed by
S.S. "ST. PATRICK" About 13th July.
For Freight and further information
apply to—
SHEWAN TOMES & Co.,
General Agents.
Hongkong, 3rd June, 1909. [777]

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIOU, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through cargo,
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"EMPIRE"
Captain Helms, will be despatched as above on
WEDNESDAY, 23rd inst., at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Pro-
visions, ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th June, 1909. [820]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K."
nearest Hongkong "H." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1 From Green Island to the Harbour Master's.

2 From Harbour Master's to Blake Pier.

SECTIONS.

3 From Blake Pier to Naval Yard.

4 From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & NO.	BREATH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON &c. VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	POONA	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	About 16th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SIXTHIA	Ger. str.	K.W.	Brehmer	HAMBURG-AMERICA LINE	On 8th July.
BREMEN HAMBURG & ROTTERDAM, &c.	SOLVIA	Ger. str.	K.W.	Solner	HAMBURG-AMERICA LINE	On 11th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENDAHIA	Ger. str.	K.W.	Eckhorn	HAMBURG-AMERICA LINE	On 17th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	K.W.	—	HAMBURG-AMERICA LINE	On 10th July.
MARSEILLES, LONDON & ANTWERP, &c.	ANTON	Swed. str.	—	W. Barrett	MELCHERS & Co.	About 8th inst.
MARSEILLES, LONDON & ANTWERP, &c.	CANBERRA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 18th inst.
MARSEILLES, LONDON & ANTWERP, &c.	STONY	Brit. str.	—	—	MESSAGERIES MARITIMES	On 22nd inst., at 1 p.m.
MARSEILLES, BREMEN & HAMBURG, &c.	SALO MARY	Jap. str.	—	Geo. Andersson	NIPPON YUSEN KAISHA	On 23rd inst., at 1 p.m.
MARSEILLES, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	K.W.	W. Dohren	HAMBURG-AMERICA LINE	On 1st July.
MARSEILLES, BREMEN & HAMBURG, &c.	SILVIA	Ger. str.	K.W.	Forstall	NIPPON YUSEN KAISHA	On 2nd July.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	HIBANO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	About 8th inst.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	MANSHU MARU	Jap. str.	—	C. Dewers	MELCHERS & Co.	On 1st July, at Noon.
YAPLES, GENOA, ALGERES, GIBRALTAR, &c.	LUETZOW	Ger. str.	—	Nitche	SANDER, WIELER & Co.	On 16th inst., at Noon.
TRIESTE &c. VIA SINGAPORE, &c.	E. F. FERDINAND	Ass. str.	—	—	DODWELL & Co., Ltd.	On 26th inst., p.m.
NEW YORK	PATHAN	Brit. str.	—	—	DODWELL & Co., Ltd.	On 22nd inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	YUDIAN	Brit. str.	—	—	—	On 16th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	—	On 14th July, at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	—	—	On 14th July, at Noon.
TACOMA VIA SHANGHAI & JAPAN, &c.	TACOMA MARU	Jap. str.	—	—	—	On 14th July, at Noon.
VICTORIA, B.C., & TACOMA VIA JAPAN.	OCEANO	Brit. str.	—	F. W. Davis	—	On 3rd July.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	SHINKO MARU	Jap. str.	—	K. Kawara	—	On 1st July.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	—	On 11th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	—	On 15th inst., at Noon.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN, &c.	PRINZ WALDEMAR	Ger. str.	—	F. Iseli	—	On 18th inst., at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	P. T. Holmes	—	On 23rd inst., at Noon.
Kobe & Yokohama	KUMANO MARU	Jap. str.	—	N. Mathieson	—	On 9th July, at Noon.
Kobe & Yokohama	SANUKI MARU	Jap. str.	—	K. Homma	—	On 11th inst., at 5 p.m.
Kobe & Yokohama	PRINZ SCHUMUND	Ger. str.	—	N. Mathieson	—	About 26th inst.
Kobe & Yokohama	KUMANO MARU	Jap. str.	—	A. E. Moore	—	To-day, at Noon.
Kobe & Yokohama	MISHIMA MARU	Jap. str.	—	A. E. Moore	—	On 17th inst., at 5 p.m.
Kobe & Yokohama	TILWONG	Dut. str.	—	Jurianska	—	On 17th inst., at 5 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	KUMCHOW	Brit. str.	1 m.	G. Hooker	—	Quick despatch.
WEIHAIWEI, CHEFOO & NEWCHOW	KWINTANG	Brit. str.	1 m.	Dowson	—	On 14th inst., at 4 p.m.
TIENTSIN VIA SWATOW, WEIHAIWEI & CHEFOO	CHIPSING	Brit. str.	—	F. Mooney	—	On 16th inst., at 4 p.m.
SHANGHAI	YATHING	Brit. str.	—	M. Courtney	—	On 11th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHUYA	Brit. str.	—	Hayes	—	To-day, at Noon.
SHANGHAI	HANGANG	Brit. str.	—	A. E. Sandbach	—	On 12th inst., at 4 p.m.
SHANGHAI	DEVANHA	Brit. str.	—	W. Hayward, R.N.R.	—	On 11th inst., at Noon.
SHANGHAI VIA SWATOW, AMOY & FOOCOW	SHUN MARU	Jap. str.	—	Y. Fueno	—	To-morrow, at 10 a.m.
SHANGHAI, YOKOHAMA & KOBE	BRASILIA	Brit. str.	1 m.	Fraser	—	To-morrow, at 4 p.m.
SHANGHAI	WINGANG	Brit. str.	K.W.	Schwinghammer	—	On 12th inst.
SHANGHAI	CHWAN	Brit. str.	1 m.	H. G. Walker	—	On 13th inst., at D'light
SHANGHAI, YOKOHAMA & KOBE	SUM	Dut. str.	—	—	—	On 13th inst., at D'light
SHANGHAI	CHIRUA	Brit. str.	1 m.	—	—	On 17th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MALTA	Brit. str.	—	G. M. Montford, R.N.R.	—	About 17th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOROK	Ger. str.	1 m.	J. Mandermann	—	About 17th inst.
SHANGHAI	LINAN	Brit. str.	1 m.	Williams	—	On 20th inst., at D'light
SHANGHAI, MOJI, KOBE & YOKOHAMA	YENOFU MARU	Jap. str.	—	K. Soyeda	—	On 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ARMAND BEHIC	French str.	—	Guionnet	—	On 21st inst., p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SEGOVIA	Ger. str.	K.W.	Sels	—	On 22nd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAGASAKI	Dut. str.	—	M. B. Lake	—	On 3rd July, at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TILATAP	Dut. str.	—	T. J. van Emmerick	—	Quick despatch.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SORU MARU	Jap. str.	—	K. Sugi	—	To-day, at 10 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	DAIJIN MARU	Brit. str.	—	Y. Kaburaki	—	On 15th inst., at 1 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAICHING	Brit. str.	2 h.	Passmore	—	To-day, at 1 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAINUN	Brit. str.	2 h.	J. W. Evans	—	On 15th inst., at 9 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SINGAN	Brit. str.	1 m.	Jameson	—	To-day, at 3 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	THAN	Brit. str.	1 m.	A. V. Outerbridge	—	On 11th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	R. J. Payne	—	On 12th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	RUH	Brit. str.	—	R. W. Almond	—	On 15th inst., at 8 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TAMING	Brit. str.	1 m.	A. Somerville	—	On 18th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YUNGLANG	Brit. str.	—	P. H. Edie	—	On 19th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ZAFRO	Brit. str.	—	R. Rodger	—	On 19th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MAUSANG	Brit. str.	—	Weglar	—	On 19th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BORNEO	the. str.	—	F. Semblil	—	On 19th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ISCHA	Ital. str.	—	Baldito	—	On 19th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOSHIO MARU	Jap. str.	—	B. Kon	—	On 17th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CATHERINE APCAR	Brit. str.	—	G. F. Hudson	—	To-morrow, at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—	Bradley	—	On 15th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	AMARA	Brit. str.	—	—	—	On 17th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KUMANG	Brit. str.	—	E. J. Bull	—	On 19th inst., at Noon.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SELL	Wedday, 9th June, at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"LUETZOW" Capt. C. DEWERS	Wedday, 16th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"YORCK" Capt. J. RANDELMANN	About Thursday 17th June.
MANILA, XAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISEKE	Friday, 18th June, at 10 a.m.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENS	About Saturday 26th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,

HONGKONG, 4th June, 1909. GENERAL AGENTS HONGKONG & CHINA.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	E. W. Davis	On 1st July.
KUMERIC	6,232	J. Mathes	On 29th July.
YAMERIC	4,363	J. Boyd	On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS. 8

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" Capt. Guionnet	On 21st June, p.m.
MARSEILLES VIA PORTS	"SYDNEY" Capt. Rahufat	On 22nd June, 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 5th June, p.m.
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelin	On 6th June, 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway
from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to

P. DE CHAMPMORIN, AGENT,

HONGKONG, 9th June, 1909. Queen's Building. 2

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at
Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama,
Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of
DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPERESS OF JAPAN" SAT., 12th June.	"ALLAN LINE" FRIDAY, 9th July.
"EMPERESS OF CHINA" SAT., 3rd July.	"EMPERESS OF IRELAND" FRIDAY, 30th July.
"EMPERESS OF INDIA" WED., 14th July.	"EMPERESS OF BRITAIN" FRIDAY, 20th Aug.
"EMPERESS OF JAPAN" SAT., 14th Aug.	"EMPERESS OF IRELAND" FRIDAY, 10th Sept.

"Emperess" leave HONGKONG at 5 p.m.
"Monteagle" leave HONGKONG at 12 noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Company's NEW PALATIAL "EMPERESS"
Steamships, 14,500 tons, register, thus providing a comfortable and speedy through route to
Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Intermediate on Steamers £43 £45.
and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while
crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.

SPECIAL THROUGH BATES (First Class only) granted to Missionaries, Members
of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the
Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND

CALCUTTA.

Taking Cargo on through Bills of Lading, to
Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"
Captain G. F. Hudson, will be despatched for
the above Ports TO-MORROW, the 10th
inst., at Noon.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 5th June, 1909. [808]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON

AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"
Captain G. W. Gordon, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for Bombay, &c., on SATURDAY, the
12th June, at Noon, taking passengers
and cargo for the above ports in connection
with the Company's s.s. "MOOTIAN," 10,000
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.
Silk and Valuables, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
via Bombay by the R.M.S. "PERSIA" due
in London on the 25th July, 1909.
Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA 10 A.M., 10th June	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI Noon, 12th June	See Special of Call.
LONDON and ANTWERP	POONA About 16th June	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. A. R. Vine, R.N.R.	
SHANGHAI, MOJI, KOBE, MALTA and YOKOHAMA	Capt. G. M. Montford, R.N.R.	About 17th June

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th June, 1909.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	TEAN	On 9th June, 3 P.M.
SHANGHAI	YINGCHOW	On 10th June, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	KUEICHOW	On 11th June, 4 P.M.
HOIHOW and HAIPHONG	SINGAN	On 12th June, 2 A.M.
SHANGHAI	CHENAN	On 13th June, 8 P.M.
MANILA	TAMING	On 15th June, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	CHANGSHA	On 15th June, 4 P.M.
TSINGTAU, CHEFOO and NEWCHANG	KWEIYANG	On 16th June, 4 P.M.
SHANGHAI	CHINHUA	On 17th June, 4 P.M.
SHANGHAI	LIYAN	On 20th June, 8 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHENAN" "CHINHUA" and "LIYAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.E.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

Telephone 36.

For Freight or Passage apply to—

Hongkong, 9th June, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WED'DAY, 9th June, at 1 P.M.
"HAICHING"	AMOY & FOCHOW.	SATURDAY, 12th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE-PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 9th June, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"YATSHING"	Wed'day, 9th June, Noon.
SHANGHAI	"HANGSANG"	Friday, 11th June, Noon.
TIENTSIN VIA SWATOW, WEIHAI, WEI & CHEFOO	"CHIPSHING"	Friday, 11th June, Noon.
MANILA	"LOONGSANG"	Friday, 11th June, 4 P.M.
SHANGHAI	"WINGSANG"	Sunday, 13th June, 8 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.
SANDAKAN	"MAUSANG"	Wed'day, 16th June, Noon.
SINGAPORE & SAMARANG	"AMARA"	Thursday, 17th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 18th June, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 19th June, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 19th June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 9th June, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
† ANPING VIA SWATOW, & AMOY	"SOSHU MARU"	WED'DAY, 9th June, at 10 A.M.
† SHANGHAI VIA SWATOW & AMOY & FOCHOW	"BUJUN MARU"	THURSDAY, 10th June, at 10 A.M.
† TAMSUI VIA SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 13th June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th June, 1909.

HONGKONG-MANILA.

Highest Class; newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila	On 12th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 19th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 31st May, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, YOKOHAMA & KORE:	For BREMEN, HAMBURG & ROTTERDAM:
S.S. BRASILIA ... 12th June	S.S. SUEVIA ... 11th June
S.S. SEGOVIA ... 22nd June	For HAVRE & HAMBURG:
S.S. SLAVONIA ... 2nd July	S.S. SENEGAMBIA ... 17th June
S.S. C. FRED. LAEISZ ... 10th July	For Marseilles, Bremen & Hamburg:
S.S. ANDALUSIA ... 18th July	S.S. SCANDIA ... 1st July
S.S. SAXONIA ... 28th July	For Marseilles, Havre & Hamburg:
S.S. DORTMUND ... 10th Aug.	S.S. SILVIA ... 2nd July
S.S. SPEZIA ... 18th Aug.	For ANTWERP, ROTTERDAM & HAMBURG:
S.S. JLLYRIA ... 28th Aug.	S.S. SITHONIA ... 8th July
S.S. AMBRIA ... 5th Aug.	For HAVRE & HAMBURG:
	S.S. ISTRIA ... 10th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	About 8th June.
SHANGHAI, YOKOHAMA and KORE	"SIAM"	Middle of June.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 24th May, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID	SADO MARU	6500	WED'DAY, 23rd June, at Daylight
VICTORIA, B.C. and SEATTLE, via KEEHLUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	SHINANO MARU	6580	TUESDAY, 22nd June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	6000	FRIDAY, 11th June, at Noon
Kobe and Yokohama	KUMANO MARU	6000	FRIDAY, 9th July, at Noon
Kobe and Yokohama	KUMANO MARU	6000	WED'DAY, 9th June, at Noon
Kobe and Yokohama	SANUKI MARU	6500	FRIDAY, 11th June, at 5 P.M.
BOMBAY via SINGAPORE and COLOMBO	YEBOSHI MARU	4500	THURSDAY, 17th June, at 5 P.M.
NAGASAKI, MOJI, KOBE and YOKOHAMA	MISHIMA MARU	9000	THURSDAY, 17th June, at 5 P.M.
SHANGHAI, MOJI and KORE	YETOROFU MARU	4500	SUNDAY, 20th June.

* Omitting Shanghai.

† Fitted with New System of Wireless Telegraphy.

‡ Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU - (Capt. H. FRASER) - About Wed. 30th June

KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 28th July.

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th August.

ATSUTA MARU - (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS:

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

Hongkong, 8th June, 1909.

T. KUSUMOTO,
MANAGER.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	First half of June	SHANGHAI	First half of June
TJILIWONG.	JAVA	First half of June	JAPAN	First half of June
TJIPANAS.	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI.	JAVA	Second half of June	JAPAN	Second half of June
TJIMAH.	JAVA	First half of July	SHANGHAI	First half of July
TJIBODAS.	JAVA	Second half of July	JAPAN	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 5th June, 1909.

OSAKA SHOSEN KAISHA.

INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with

THE CHICAGO, MILWAUKEE, and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Ocean and Common Ports in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call.)

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.

(Subject to Attention)

Newly Built Steamers

"TACOMA MARU" 6,178 Tons (gross reg.)

"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Pearls. Special attention given towards Express connection. Superior accommodation for storage; passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric lighted and Stead kept.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st June, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. MANSHU MARU ... 5000 tons gross ... Sail July 1st, at Noon.

S.S. AMERICA MARU ... 6000 " " " " Aug. 30th, at Noon.

S.S. HONGKONG MARU ... 6000 " " " " Oct. 26th, at Noon.

S.S. MANSHU MARU ... 5000 " " " " Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama.

Hongkong, 5th May, 1909.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE, by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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Japan Office:—

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MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMITAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union

AGENTS:—

YOKOHAMA: M. ARADA, Esq.

CHINKIANG: Messrs. GEARING & Co.

MANILA: Messrs. MACONDRAY & Co.

For Particulars apply to

H. OISHI, Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909.

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